

As regards the establishment of a First Class or a Second Class Magistrate's Court at the capital of the taluk, I think last year I said that it could not be done.

MEMBER: I have withdrawn that suggestion of mine.

DEWAN: Then, as regards the location of the Sub-Registrar's office at Tevalakara, the Sub-Registrar's office there is only at the experimental stage for one year, and it will be time enough to consider the permanent location of that Sub-Registrar's office when we decide to make that office a permanent one.

Then, in regard to the bridge at Neendakara, that is a very large proposition and instead of a bridge I will give you an extra *junghar*.

105. Needs of Kuttanad.

MR. CHANDY THOMAS (*Member, Ambalapuzha taluk, Group I*) spoke about the need for constituting Kuttanad into a separate taluk. The conditions of Kuttanad were peculiar and differed fundamentally from those of other parts of the State. It comprised portions of the Ambalapuzha, Changanachery, Kottayam and Tiruvalla taluks and was surrounded by water. The chief occupation of the inhabitants was agriculture *i. e.* *punja* cultivation. Eight of the nine *pakuthies* comprising the tract, *i. e.* all excepting Alleppey, were backward in education, medical aid, means of communication, etc. Heads of Departments seldom visited the place and were unacquainted with local conditions. For want of proper encouragement, *punja* cultivation was declining gradually. The whole tract known as Kuttanad should be constituted into a separate taluk. The proposal need not involve any additional expenditure. Its area was not less than 300 square miles and the population was about 2 lakhs. The member therefore requested that his representation be duly considered and decided after a local inspection by the Dewan.

DEWAN'S REPLY: Mr. Chandy Thomas, I think your advice to be sound not to make up my mind on your request about converting Kuttanad into a separate taluk until I have the opportunity of coming there and studying the conditions and requirements of the locality for myself. I will take an early opportunity of doing so.

106. Needs of the Karunagapalli taluk. Group II.

MR. KANAKKU PADMANABHA PILLAI SANKARA PILLAI (*Member, Karunagapalli taluk, Group II*) in thanking the Government for sanctioning the construction of the Tamaraculam-Ayirantengu road said that the Public Works Department was spending more money and time on the work than were really required. The metal required was collected at Ayirantengu and from there it was carried to the eastern end of the road. That was expensive. The portion from Tamaraculam to Vallikunnam was hard ground and metal could easily be procured there. If the work be begun from Tamaraculam and ended at Ayirantengu, metal could very easily be carried from the western portions along the completed portion very easily and at much less cost.

A road from Vallikavu to Tamaraculam was very necessary. The total length would only be 6 miles and the locality was thickly populated. If it could not be immediately constructed, at least the village road from Vallikavu to Changankulangara should be metalled at an early date.

The number of patients attending the Kayankulam dispensary was on the increase. But as it had not the status of a hospital, people who had to be treated as in-patients were obliged to go to Quilon or Mavelikara. Kayankulam was an important commercial centre in Travancore and a hospital there was very essential. The existing dispensary should therefore be converted into a hospital.

The Oachira market was held for the benefit of the Hindu pilgrims going to that place. It was held ordinarily after 4 P.M. every day. But in the list of evening markets on which the levy of tolls was stopped that market had not been included. The levy should be stopped without further delay.

DEWAN'S REPLY: Mr. Sankara Pillai, the metalling of the road, forming the first item of your representation, has been taken up from Oachira to Alampidika. The other two sections will be taken up as soon as the Chief Engineer gets the estimates and examines them.

Then there is the Vallikkavu-Tamaracolam road. In regard to that too, the Chief Engineer has called for an estimate for gravelling it and for making it a good road. He will take it up as soon as he possibly can.

Then we come to the question of levying fees at the Oachira market. The Oachira market is a regular, permanent, large organised *chanda*. It is not one of the *antikadas* which alone were exempted from payment of fees. I am afraid it will not be possible to exempt the Oachira market from payment of fees.

As regards the conversion of the dispensary at Kayankulam into a hospital, there is a good hospital near by at Mavelikara. There is also accommodation for a certain number of in-patients at Kayankulam. In view of these facts there is no immediate necessity to convert it into a hospital. But, such further facilities as are necessary for the better treatment of patients will be provided at Kayankulam. I shall ask the Inspecting Medical Officer to inspect the hospital and propose the needful in that direction.

107. Needs of the Kartikapalli taluk.

MR. KANAKKU NILAKANTA PILLAI GOVINDA PILLAI (*Member, Kartikapalli taluk*) represented that the Government should pay special attention to the improvement of the means of communication in the Kartikapalli taluk. It was no doubt gratifying that the Government had opened the Kayankulam-Ambalapuzha road *via* Tottapalli lock. But portions of it were dangerously narrow, and should be widened as orally promised by the Dewan when he last visited the Kartikapalli taluk. There were no other proper roads for the use of the people. Most of the inhabitants were agriculturists and they experienced great difficulty in transporting manure, seeds, etc., to their fields. The existing village roads also were unfit for wheeled traffic being sandy.

The Kartikapalli-Kayankulam road, passing through Mutukulam and Keerikad was unfit for wheeled traffic and even for use by pedestriams, being sandy and full of ruts. It was a very important thoroughfare passing, as it did, through extensive fields and connecting two important towns *viz.*, Kartikapalli and Kayankulam. The road should be improved and metalled.

The Haripad-Viyapuram village road was another important highway in the taluk. There was a timber depôt at Viyapuram, which was also a chief centre of *punja* cultivation. On account of the unsatisfactory condition of the road, great difficulty was experienced in transporting timber and agricultural produce. It should be improved and metalled.

Another road that stood badly in need of repair was the Haripad-Elanjimel road passing through Pallipad, Chennittala and other places. The road had formed the subject of representation at several sessions of the Assembly beginning from the eighth. The middle portions of the road could hardly be called a road although annually money was allotted for its maintenance. The whole length of the road should be restored and metalled.

The Mundatturkara canal connected the Kulakada river and the Nelpura *kadavu* canal and was only two furlongs in length. But portions of it were wrongly registered and the canal was therefore unfit for traffic and useless for the irrigation of the adjoining wet lands. If the canal be opened, water communication between the Kulakada river and Haripad would be rendered much easier. The total cost of acquisition of lands would only be about Rs. 500. Even that expenditure could be avoided if the canal were opened through Government *kuthakapaattam* lands. The member for Kartikapalli at the twenty-second session of the Assembly had stated that the local inhabitants were prepared to bear the cost of construction if the necessary lands were acquired at Government cost. He had also addressed the Government on the subject. The canal should be opened at an early date according to his proposals.

The Nelpura *kadavu* canal and the Dhanapadi canal were situated at the eastern and western ends of the Kartikapalli taluk. There was a distance of 8 miles to be covered so as to reach one canal from the other by water. A shortcut was feasible and communication between the two could be rendered easier if the Kudilil canal, flowing along the southern side of the Haripad temple, be deepened and extended as far as the Dhanapadi canal. The sites acquired for the dispensary and